

WARRIOR

SPRING 2026

21 Lives Saved



HIPSON, Roddrick Warren
Master Corporal – Star of Courage





Eric Veillette volunteers with restoring the Beechcraft C45 (Expeditor) and many other projects.



Volunteer Ken Sanders works on a model project to record, photograph, organize, and document.

WARRIOR

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Canadian warships conduct replenishment at sea en route to the Persian Gulf: (from left) HMCS Athabaskan, Protecteur and Terra Nova. September 1990. Photo: Department of National Defence. Gulf War presentation photos: "Courtesy of Veterans Affairs Canada" Other photos: The Shearwater Aviation Museum Archives. Cyclone picture credit: DND Cover & Magazine Design: Danielle Wezenbeek

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Credit: P2RT Rick Masters, HMCS
Margaree <[http://forposterityssake.ca/
Navy/HMCS_HURON_281.htm#Photos](http://forposterityssake.ca/Navy/HMCS_HURON_281.htm#Photos)>
Courtesy of Frank Altas.



Star of Courage **MASTER CORPORAL RODDRICK WARREN HIPSON, S.C.**

[Awarded as per Canada Gazette Vol. 115, No. 24, June 13, 1981]

On 12 March 1980, Master Corporal Roddrick Warren Hipson, a member of the Canadian Forces serving on the H.M.C.S. Huron rescued twenty-one crewmen stranded aboard the sinking motor vessel Maurice Desgagnés some 120 kilometres from Halifax, Nova Scotia. During a howling winter storm, an immense wave hit the Desgagnés causing its cargo to shift and the vessel to list precariously in sea swells in excess of six metres. The helicopter of the Huron responded to the distress call and set out amidst winds of sixty knots, driving snow and freezing weather. While the helicopter hovered perilously close to the foundering vessel, Hipson was lowered to the deck. He placed the rescue collar on one frantic man after another making each one ready for the hoist, instructing and guiding all twenty-one of the crew members. The operation required three helicopter sorties and lasted 90 minutes. Following this rare display of courage, Master Corporal Hipson was the last to be removed, the ship was then listing almost horizontally and sank thirty minutes later.

SAR Maurice Desgagnés

On 12 Mar 1980, HMCS Margaree (with no helo embarked as she was preparing to go into refit) was acting as work-ups consort for HMCS Huron when Margaree received a distress call from the M.V. Maurice Desgagnés. Margaree relayed the distress call to Huron, and the two ships proceeded to their aid. The helo from HMCS Huron rescued the crew of the stricken vessel.





President's Message

As Spring is once again heading our way, and we put the Winter behind us, it is my pleasure to extend a heartfelt welcome to all our returning members, as well as those joining us for the first time. Your commitment and enthusiasm are the foundation of our vibrant museum community, and it is truly wonderful to see our membership continue to grow and flourish.

I would especially like to encourage everyone—whether you are a long-standing supporter or new to our ranks—to plan a visit to the museum in the coming months. If you haven't toured our exhibits recently, you'll find new displays and ongoing enhancements that bring the rich history of Maritime Military Aviation to life. There is always something new to discover, and your presence adds to the energy and spirit of our community.

While you're supporting the museum, don't forget to explore the SAMs online store. It offers a

selection of unique merchandise and memorabilia that both commemorate our legacy and support our ongoing projects. Every purchase helps us preserve and share the remarkable story of Canadian Military Maritime Aviation.

The success of our museum depends on the dedication of volunteers from all walks of life. We are always eager to welcome new volunteers and encourage members to consider lending their time and talents, whether in the galleries, restoration team, at events, or behind the scenes. In particular, we are currently seeking a new Vice-President, as John Cody will be stepping down from the role. This is an excellent opportunity for someone who is passionate about our mission and ready to help guide our future.

On behalf of the board and our entire community, I wish to express sincere gratitude to John Cody for his devoted service to the board, the Shearwater

Aviation Museum Foundation, and the museum itself. His leadership, insight, and commitment have made a lasting impact, and we are deeply thankful for his many contributions.

If you are interested in volunteering, or if you feel called to take on the Vice-President's responsibilities, I encourage you to reach out and learn more about how you can make a difference.

Thank you all for your ongoing support. I look forward to seeing familiar faces and meeting new friends as we continue to celebrate and preserve the legacy of Canadian Military Maritime Aviation together.

**Our community thrives
because of your involvement
and passion.**

With appreciation,

Jason Miller

President



From the Curators Desk

BY CHRISTINE HINES

Spring is coming, and with it, the SAM is changing again!

We received a lot of happy news over the winter, including a very significant commitment by 12 Wing to invest in the SAM. 12 Wing has committed to increasing our staff complement and have recently provided two Class A RCAF Reservists to the SAM. Please join me to give a warm welcome WO Bruno Duguay and MCpl Ron Dixon, our new Materiel Manager and Deputy Materiel Manager to the SAM team! MCpl Dixon has started his new employment with SAM as of 3 March 2026, and we expect WO Duguay to arrive at the museum in April. As part of their duties, WO Duguay and MCpl Dixon will take control of hazardous materials and safety programs, as well as cataloguing and care of controlled items, and public materiel including small arms, inert ammunition and other controlled items, as well as support to the Restoration Team. Watch this space for future updates on their projects and to get to know our new teammates! All of us at SAM are deeply grateful to 12 Wing for this commitment of support!

More good news reached us from the Directorate of History and Heritage (DHH) at NDHQ in February with the announcement of a lovely grant package that will allow SAM to continue the development of our library and archives with a compact mobile shelving system, which allow better access to library and archive materials and allow us to continue to develop the collection for future. Also in this lovely package is a substantial special grant to allow us to restore our rare Fairey Swordfish. With years of closure, combined with the effects of climate change and building environmental challenges, the fabric of the aircraft needs recovering, and we can now undertake this work. We're photographing the process, and hope to get video capture of the process, so you'll get periodic "Sneak Peaks" of the restoration progress. Additionally we received some smaller awards to support exhibit work and an interpretation plan. Now that we've reopened and started our recovery from our extraordinary closures, resuming our exhibit and interpretive program and ensuring we have a solid plan moving forward in our business development will be crucial to ongoing success of the SAM. Thanks to DHH and NDHQ for the belief in SAM and for giving us the

tools to move forward and continue to evolve our visitor experience.

Our annual Spring Hobby Show is planned for 2-3 May 2026, and we are celebrating our 25th anniversary of this signature event. Still a fan favourite after all of these years, the event has grown in size and scope to become a two-day, multidisciplinary, family friendly community event. It wouldn't be the event we know and love without the hard work and dedication of the volunteer team who run the model contest, moving tables and chairs and staffing the event. I'd also like to personally thank the Sea King Club, the hobby community participants, sponsors and supporters, and ultimately the originators of this great event. It's a great fundraiser and a great community event. Hope you can make it out to the Sea King Club in early May to take in the Silver Anniversary edition of the Annual Spring Hobby Show!

As always, thank you for your support and patience as we continue our recovery from calamity over the last few years. We're all hoping that you can visit us in the foreseeable future and see our changes in person!



Dr. Anne George, Robert Hampton Gray’s niece, stands alongside Yoshitake Kanda and Ibuki Kanda at the Halifax Memorial which records Hampton Gray’s name along with 17 other members of the RCNVR who lost their lives in the Pacific

Canadian Flags for Peace¹

by Colonel (Ret’d) John L. Orr

The Winter 2025 issue of ‘The Warrior’ included a description of the various events surrounding the naming ceremony for HMCS Robert Hampton Gray held in Halifax on 7-9 August 2025. The first event took place at the Halifax Central Library on the evening of August 7, 2025 and among those present were Yoshitake Kanda and Ibuki Kanda, respectively the grandson and great-grandson of Warrant Officer Yoshio Kanda, a veteran of the action that took place on and over Onagawa Wan on

¹ The assistance of Dr. Anne George, Robert Hampton Gray’s niece, and Ibuki Kanda, great-grandson of Yoshio Kanda, in the preparation of this article is acknowledged and appreciated.

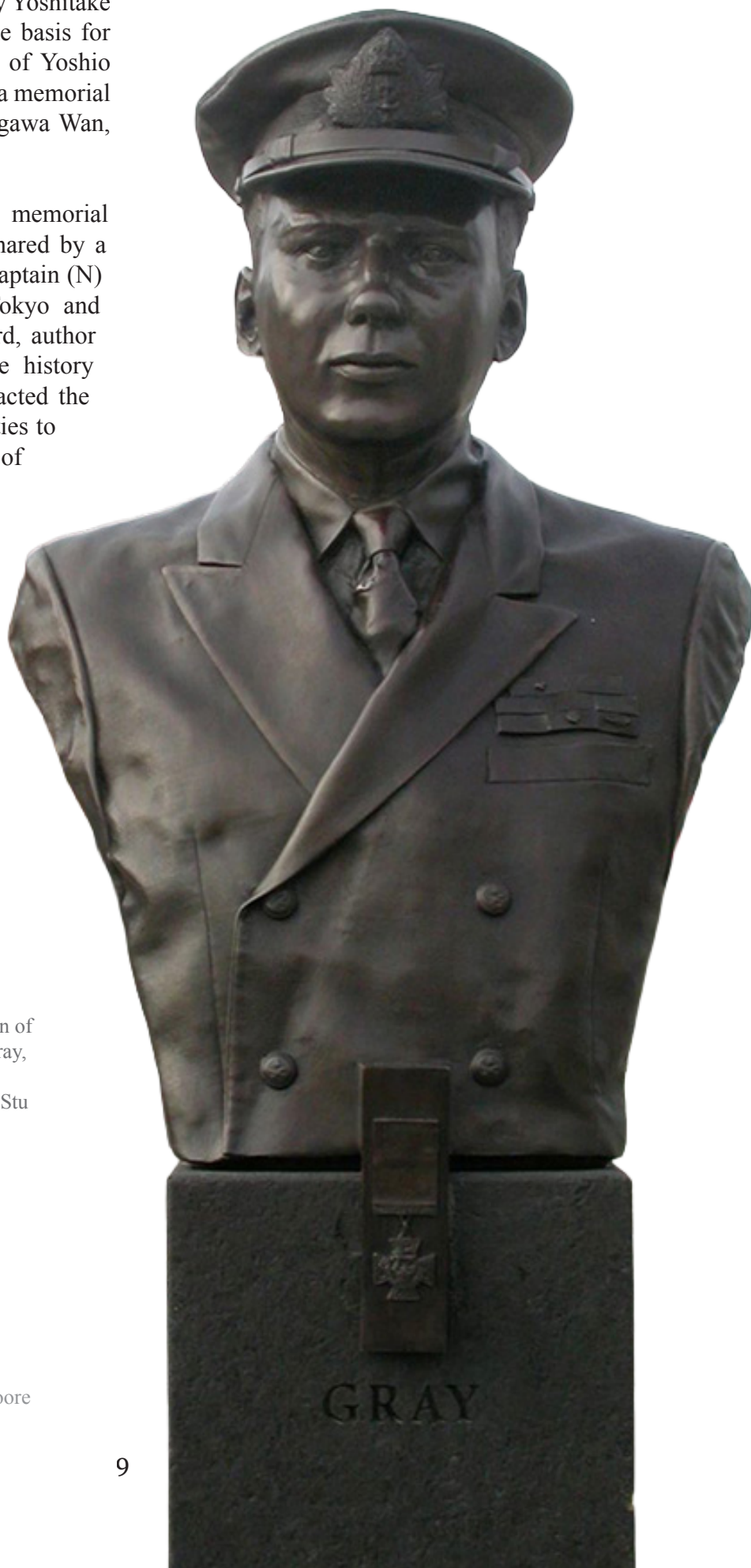
August 9, 1945 in which Lieutenant Robert Hampton Gray, V.C. D.S.C., RCNVR lost his life. Why Yoshitake and Ibuki Kanda were in Halifax forms the basis for this article and reflects the important role of Yoshio Kanda in the construction and dedication of a memorial to Robert Hampton Gray overlooking Onagawa Wan, Japan.

As with all good ideas, the concept of a memorial dedicated to Robert Hampton Gray was shared by a number of people. On the Canadian side, Captain (N) Terry Milne, Canadian Forces Attaché Tokyo and Lieutenant Commander Stuart (Stu) Soward, author of "A Formidable Hero," an authoritative history of Lieutenant Robert Hampton Gray, contacted the appropriate Canadian and Japanese authorities to request their support for the construction of a memorial to Hampton Gray in Onagawa Wan, Japan where he lost his life.²

The principals involved on the Japanese side were Yoshiro Kanda, Secretary of the local Sea Comrades Society and Mayor Zenjiro Suda, Mayor of Onagawa. On their shoulders fell the task of persuading their fellow citizens to construct a memorial to Lt Gray. Ultimately, they were successful and the memorial remains the only such tribute to a foreign serviceman on Japanese soil.

² For details of the construction and dedication of the Onagawa Wan Memorial to Hampton Gray, please read the chapter entitled "Return to Onagawa" in the third edition of Stu Soward's "A Formidable Hero" (2003).

Bronze Bust of Lt. Robert Hampton Gray, VC DSC RCNVR 'The Valiants Memorial' Ottawa. Cast by Marlene Hilton Moore. Image by Marlene Hilton Moore

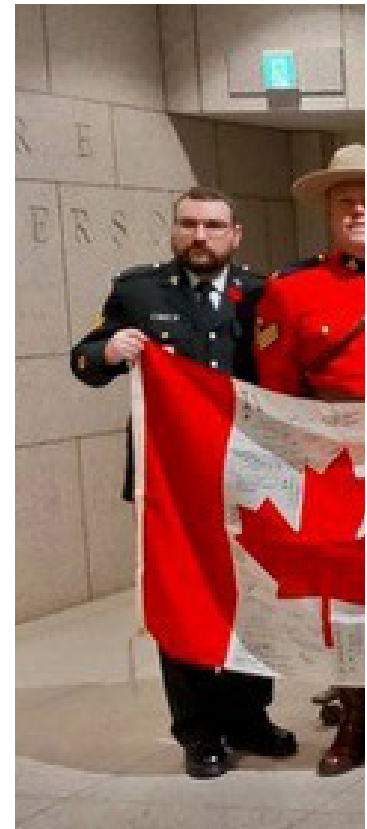


More than that, however, this is a story about reconciliation at both the personal and diplomatic level. At the personal level, it recounts the development of a close relationship between two families, the Kanda family in Japan and the Gray family in Canada. Both families experienced loss during the Second World War, but both were reconciled after the war. At the diplomatic level, it represents the development of co-operation between Japan and Canada in many areas, including the field of security. As recently noted by the Ambassador of Japan to Canada, “Lieutenant Robert

Hampton Gray symbolizes the new Japan-Canada relationship in the 21st century. Yesterday’s enemy becomes today’s friend, and tomorrow’s partner in peace.”³

As explained in Ibuki Kanda’s presentation, the spirit of reconciliation at both the personal and diplomatic level is symbolized by Japanese and Canadian flags that form the background to an address made by Mr. Ibuki Kanda at the Canadian Embassy in Tokyo on November 10, 2023.

The two Canadian flags that were the subject of Ibuki Kanda’s presentation to the Canadian Embassy. Credit: Yoshitake Kanda



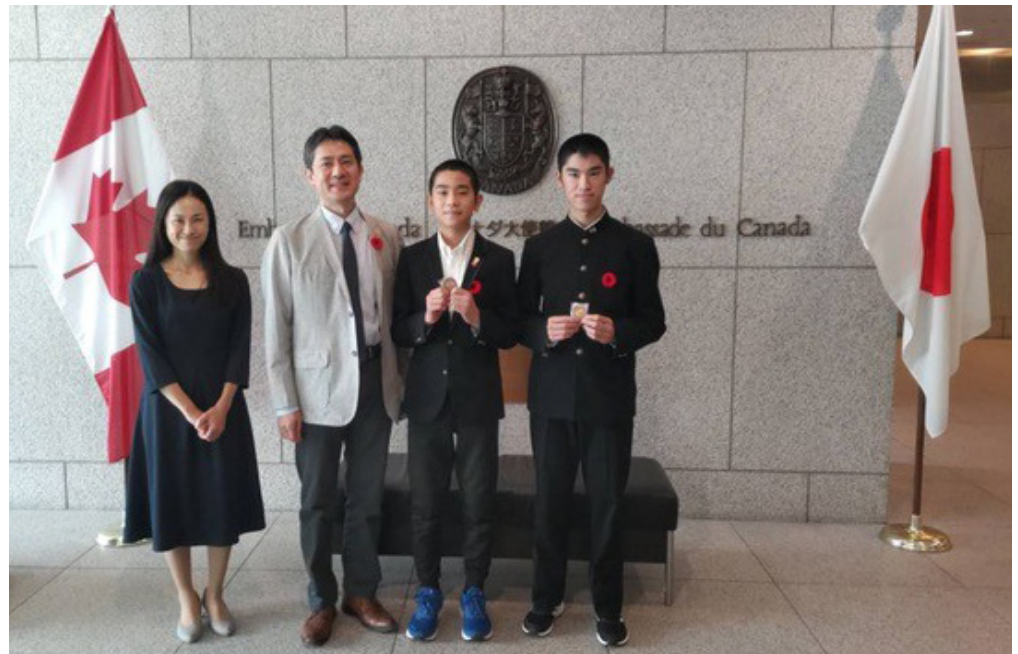
³ His Excellency, Kanji Yamanouchi, Ambassador of Japan to Canada, “How the last Canadian military death of the Second World War led to strong ties with Japan,” *Globe and Mail*, November 8, 2025.





The genesis of Ibuki's address was the requirement to give an English-language presentation at his high school. After preparing a draft, Ibuki wanted to ensure that the language was correct, so he approached the Canadian Forces Attaché at a ceremony at Onagawa Wan on August 9, 2023 and requested assistance with his presentation. The Canadians were so impressed with his presentation that they invited Ibuki and his family to come to the Embassy in Tokyo to deliver his address as part of the Embassy's Remembrance Day Ceremonies on November 10, 2023. Ibuki's presentation follows and is reprinted with his permission.

The Kanda family at the Embassy of Canada to Japan, November 10, 2023. Left to right, Mrs. Emiko Kanda, Mr. Yoshitake Kanda, Mr. Michito Kanda, Mr. Ibuki Kanda
Credit: Yoshitake Kanda



At the site of the original Robert Hampton Gray Memorial overlooking Onagawa Wan and dedicated on August 9, 1989. Standing on the left, Yoshio Kanda and (kneeling) his wife, Fumiko Kanda. Standing on the right, unidentified, Mayor Suda of Onagawa and (kneeling) unidentified. Credit: Yoshitake Kanda

“

I am very honored to be here today.

I would like to thank Captain (N) Robert Watt⁴, Mr. Christian Howes, and Ms. Chihiro Kondo for their cooperation. We have two Canadian flags in our home filled with the signatures of many people. When I saw those flags, I wondered whose signatures they were and why they were in our house.

Later, I found out they had been left by my great-grandfather as a symbol of peace. At first, I didn't understand what this meant. My great-grandfather, Yoshio Kanda was born in Saitama prefecture in 1921. He fought in Onagawa as a Communications officer during World War Two. After the war, in 1966, Yoshio built a memorial for his comrades in Onagawa, and has held a memorial ceremony every year since.

On August 9, 1945, the battleship “Amakusa” was destroyed in Onagawa Bay by an Allied attack, killing more than 150 people. In 1989, with the cooperation of Onagawa town, a memorial for Lieutenant Hampton Gray was built near the Japanese memorial. Lieutenant Gray was the last Canadian Navy pilot killed in Onagawa Bay on August 9th, 1945. He received the Victoria Cross, the highest military award in Canada and all of the British Empire.

Yoshio helped to build a memorial for Lieutenant Gray. However, some local people opposed the building of the memorial because it was for an enemy. But Yoshio persuaded them, saying, “We all share the same hatred of war.”

I respect my great-grandfather who organized the building of this memorial to a brave pilot. Since that time, my family's contact with Canada has continued. Marcia, a relative of Lieutenant Gray, came to Miyagi prefecture for an exchange program and visited my family in 1989.⁵ After, my father visited Lieutenant Gray's family in Vancouver in 1997, and attended Marcia's wedding in 2003. On my parents' honeymoon, of course, they went to Canada, and met with people connected to Lieutenant Gray across Canada.

On March 11, 2011, the Great East Japan Earthquake and Tsunami hit Onagawa. Unfortunately, both of my grandparents and their house were lost.⁶ However, miraculously, even though there was no longer any trace of my grandparents' house, my father found the flags in the debris, carefully wrapped in a plastic bag. I believe it was Yoshio's spirit that guarded the flags. I myself have attended the memorial ceremony for Lieutenant Gray every year.

Mr. Ibuki Kanda delivers his presentation “Canadian Flags for Peace” at the Canadian Embassy Tokyo on November 10, 2023. Credit: Yoshitake Kanda



⁴ Canadian Forces Attaché Tokyo in 2023.

⁵ Marcia is the great-niece of Hampton Gray.

⁶ Also damaged was the original memorial to Hampton Gray. It was reconstructed nearby and rededicated in August, 2012.



Representatives from HMCS Ottawa, the Town Council of Onagawa and the Kanda family surround the memorial to Lieutenant Robert Hampton Gray, V.C. D.S.C., RCNVR following a ceremony on November 26, 2024, in Onagawa, Japan. Credit: Sailor 3rd Class Jacob Saunders.

I want people to remember the war in Onagawa, and how it affected the town. I hope no one will forget Lieutenant Gray, Yoshio, and the important message of peace that the memorial represents. When Lieutenant Gray's niece, Anne⁷, came to Japan in 2018, my family showed her around Miyagi prefecture. She knew I played baseball, so she brought me a Toronto Blue Jays cap.

Although the war brought us together, I think it is good that our family's contact with Canada continues to this day. The flags are signed by many people connected to Lieutenant Gray, including my family, past Canadian ambassadors and mayors of Onagawa. In fact, the flag originally left by my great-grandfather ran out of space after receiving signatures from so many people, so now we are using a second flag that my father brought back as a souvenir.

I think I have a responsibility to keep the flags safe and honor the wish for peace and friendly relations with Canada that they represent. Soon I will graduate from junior high school, so I'm thinking about my future. I want to go to Canada with those flags and meet more people connected to Lieutenant Gray. To achieve this goal, I need to improve my English.

Every day we hear news reports about the Russian invasion of Ukraine. When two countries go to war, it's a terrible thing, but we need to think about the individual people who suffer. They are people like you and me, and most people don't want to fight.

Even though in World War Two, Yoshio and Lieutenant Gray were on opposite sides, they were both human. Those flags show me former enemies can become friends and give me hope that one day there will be a world without war.

⁷ Dr. Anne George.

—Ibuki Kanda



CYCLONE RESCUE

LCol Matt Dukowski

On Dec 8, 2025, an RCN member fell overboard from an RHIB near Bentinck Island, BC. STINGER 24 was retasked mid-flight to assist in a difficult night search with high winds and rough seas. The survivor, wearing a black immersion suit, had drifted for about two hours and was initially mistaken for debris until the crew spotted movement and confirmed visual contact. A coordinated multi-agency response—including Cyclone, Cormorant, Kingfisher, Coast Guard vessels, and HMCS Regina—led to the survivor being located around 5:00 p.m. and recovered by the Pacific Guardian. Strong crew coordination and training readiness were credited for the successful rescue. Hornets.

A separate account from the aircrew of responding Canadian Forces aircraft “Stinger24”

Last night, STINGER 24 was re-tasked airborne on a SAR mission that ended with the rescue of an RCN member. Every one of you should be proud of the effort put forward by not only our aircrew and maintainers, but also Maj

Mann and Capt Marshall, who are visiting 443Sqn from 12W this week and were onboard the aircraft last night.

The conditions were extremely difficult. Aside from it being night with sea state obscuring the surface, the winds were high. The survivor was spotted with eyeballs. Due to the high winds, automation was ineffective in the SAR pattern and off for the approach. I highlight that this is why we train to operate without the technology that reduces our workload when conditions are favorable. The survivor had drifted a significant distance and was in the cold water for two hours. They were in a black immersion suit and, to the crew, looked like a log. Something didn't look quite right, so they went in for a closer look and saw the survivor's hands waving. The crew dropped a smoke. After reporting to the rescue coordination center that they had eyes on the survivor, they saw a rescue boat turn, close the position of the smoke and effect the rescue.

Speaking to Maj Mann last night and this morning, I was particularly proud to hear about the crew coordination onboard. It was a crowded aircraft with 4 in the back set up for a busy flight. Once tasked, the training mission was shelved and the crew fell into the roles they were trained to fill. Maj Mann commanded the mission, LCdr Menke did the flying, Capt Lugowski was on the EOIR, Capt Vandevoort got set for a wet hoist (which was not required), WO Mead and Capt Marshall were spotting at the windows. Above all, this showed MH readiness and why we train for surprises. A life was saved, and that is due to the efforts of everyone here.

Although STGR 24 was first on scene, many more aircraft responded. Here is an EO/IR video captured by Kingfisher, who was overtop in the stack of rescue aircraft on scene.

<https://rcafoperationsarc.smugmug.com/Wings/19-Wing/2025-12-RCN-PIW/n-HDrKvt/i-6FRRVZq>

Great job to everyone!

Dear Members,

As requested by many members over the past year, I am providing a list of our current members who continue to support us.

A special thank you to Matthew Townsend, who designs our SAM Foundation monthly newsletter. Please send us your email address if you are not receiving it. (samf@samfoundation.ca)

On behalf of the Shearwater Aviation Museum Foundation Board, we would like to extend our sincere thank you for your continued membership and support. Along with participating in our lotto draws, ticket sales, and dinner auction. We thank you.

Your commitment plays a vital role in helping us preserve and share the rich aviation history of Shearwater and Canada's military heritage. Because of you, the museum can continue to maintain its exhibits, care for its artifacts, and provide engaging educational experiences for visitors of all ages. Your support ensures that the stories, achievements, and sacrifices connected to our aviation community continue to inspire future generations.

We are truly grateful to have you as part of our museum foundation family. Thank you for your dedication, enthusiasm, and belief in our mission.



With Appreciation
Karen Collacutt-McHarg
Office Admin & Warrior Editor

Universal Ticket for SAMF 2026 Fundraiser



Reserve your tickets today for chances to win all year!

Restoration Rafflebox Draws

3 chances to win with four different pricing tiers.

- Draw #1: April 30, 2026 1 ticket for \$5 3 for \$10
Draw #2: August 27, 2026
Draw #3: April 30, 2026 10 for \$20 100 for \$50

Cloud Nine Ticket Draws

Draw dates run all summer long, June 3rd to Aug 26th, every Wednesday. The tickets you buy for Cloud Nine are good for all of the draws. Even if you win, your name stays in for all the draws.

- 1 for \$25 2 for \$50 5 for \$100
or

Go All In

Enter all of the above at maximum ticket tiers for \$250.

- 300 Rafflebox tickets and 5 Cloud Nine Tickets for \$250

Dinner Auction

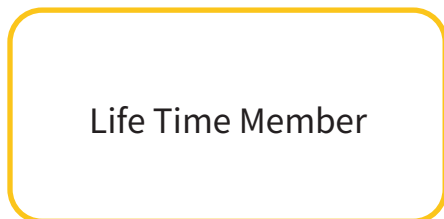
If you would like to donate to our auction, please bring in your items to our office, or you can make a financial contribution at any time. The auction is being scheduled at the end of the summer, date to be announced. A tax receipt will be issued.

- I have questions about donating contact me at: _____



Support our restoration projects with a chance to win a 50/50 jackpot!

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Halfkenny Clint	Linda	Miller Jason	Runciman Sheila	Veenhof William
Hollet Gene	Lynch Terry	Miller Martin	Ruppert Elizabeth	Veillette Eric
Harden Daryl	Logan Ralph	Miljus Ihma	Russel Stewart	Wall David
Hayter Tomas	MacArthur Blaine	Monk Donald T.	Savage Rick	Waller Ken
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Hecke Christine	MacIntyre Charles	Myrhaugen Lee	Shadbolt Carol	West Catherine
Hines Christine	Mackie Brian	Neil David	Shaw Robert	Westropp L.C.
Holdstock Ollie	MacIntosh Bruce	Neilly Allison	Sanders Ken	White Gordon
Hunt Don	MacKinnon Laird	Nelson Ralph L.	Sherman Macklem	White Wayne
Inglis Norman	MacLellan Dave	Nichol John	Sherwood Joyce	Widdows Dave
Irvin Mac	MacLeod Robert	Nickson G.	Sloan Jessie	Williams David
I.M.P.	MacLeod Shirley	Neilson Carmella	Slone John	Williams Scott
Jackson Robert	MacLeod Rod	Nordland Peter	Smith Calvin	Willis Leonard
Jamer Dick	MacLeod Calum	Nunn Ron	Smith Dale	Willis Tara
Jardine Bud	MacNeil Don	O'Brien Larry	Snowie Allan	Wright Douglas
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Jasper Alvin	Mason Allan	Oullette John	Soutter Gordon	Woosnman Robert
Johnson Clyde	Masales Sandra	Olshefsky Peter	Spiers P.D.	Wallenberg Peter
Johnson Catherine	Mallory Rick	O'Neill Charles	Staley Peter	

Into the Delta

COPE Jim	August 2025
DIAKOW Sasha Alexandre Roland	November 2025
FORD Jack	January 2026
LEDUC John Martin	February 2026
MONT William (Bill)	November 2025
NANTEL Roger de C.	January 2026
OLIPHANT David Alexander	September 2025
PARENT George	December 2025
PICKERING Earl Keith	January 2026
PURCHASE Joyce	November 2025
SHORE Robert Charles	February 2026
WILEY Calvin Leroy	February 2026

Remember Me

By Anthony Dawson

Speak of me as you have always done.
Remember the good times, laughter, and fun.
Share the happy memories we've made.
Do not let them wither or fade.
I'll be with you in the summer's sun
And when the winter's chill has come.
I'll be the voice that whispers in the breeze.
I'm peaceful now, put your mind at ease.
I've rested my eyes and gone to sleep,
But memories we've shared are yours to keep.
Sometimes our final days may be a test,
But remember me when I was at my best.
Although things may not be the same,
Don't be afraid to use my name.
Let your sorrow last for just a while.
Comfort each other and try to smile.

I've lived a life filled with joy and fun.
Live on now, make me proud of what you'll become.



Hornell's Crew Survives Ordeal by **Fire** and **Water**

BY ERNEST CABLE

Flight Lieutenant (F/L) David Ernest Hornell was a member of Royal Canadian Air Force (RCAF) 162 Bomber Reconnaissance (BR) Squadron. The squadron was formed in Yarmouth N.S. in May 1942 and subsequently resided at RCAF Station Dartmouth N.S. from October 1943 to January 1944 where it flew PBY-5A Canso aircraft. As part of the RCAF's contribution to closing the "Mid-Atlantic Gap", 162 Squadron was transferred to Reykjavik Iceland. The "Gap" was an area south of Iceland and Greenland where German submarines were out of range of patrol aircraft based in Newfoundland and Great Britain and were able to ravage convoys without fear of attack from the air. From Reykjavik the squadron was able to fly convoy escort and anti-submarine patrols

to protect North Atlantic convoys in the previously unreachable "Gap" and became Canada's most successful anti-submarine squadron in World War II.

In May and June 1944 Hornell's crew was one of several from 162 Squadron to be forward based from Reykjavik to Wick, Scotland to protect Allied D-Day invasion fleets crossing the English Channel from attack by German submarines approaching from the North Sea.

Flying in Canso 9754 on patrol from Wick on 24 June, Flight Sergeant Bodnoff, a wireless air gunner on Hornell's crew, spotted German submarine, U-1225, on the surface at 6300N 0050W. Hornell immediately turned to attack. The submarine opened with anti-aircraft fire, which was increasingly fierce and accurate. Two large holes were torn in the starboard wing, the engine caught fire, and the flames spreading along the wing endangered the fuel tanks. The Canso was vibrating so violently that it was difficult to control. With near superhuman strength and on only one engine, Hornell descended to 50 feet and released his stick of four depth charges in a perfect straddle. The bow of U-1225 was lifted out of the water and sank.

The starboard wing was completely engulfed in flames, and the aircraft was vibrating violently. The engine then separated from the wing and fell away, making the Canso virtually uncontrollable. With incredible skill and determination, Hornell managed to gain altitude, turn the blazing aircraft into wind and execute a near perfect ditching into 12-foot (4

meter) waves. Miraculously, none of the crew was injured.

The ordeal by fire now became an ordeal by water. The eight crew members scrambled out of the burning and rapidly sinking aircraft and deployed two four-man dinghies. Only one of the two dinghies inflated, and the crew was forced to take turns in the brutally cold water to prevent the dinghy from swamping. In spite of this adversity, Hornell, the consummate leader, took more than his share of turns in the water and kept his crew's spirits high. After four hours in the water, they were spotted by a Norwegian Catalina returning from patrol; a distress call was made, and a rescue launch was dispatched from the Shetland Islands at least 10 hours away.

During the night a storm caused the wind to increase from 20 to 30 knots and the waves grew from 18 to 25 feet (6 to 8 meters). The crew ached with the cold and sleep and death tempted them, but Hornell remained a source of strength and inspiration.

After 14 hours on the sea the weather worsened with 50 knot winds and 40-foot (13 meter) waves. All were severely seasick, then the dinghy overturned but somehow, they righted their small craft and pulled each other back in. After circling for 12 hours, the Catalina had to leave, as fuel was dangerously low. It was replaced by a RAF Warwick search and rescue aircraft that dropped a lifeboat by parachute, but it was swept away by the high winds. Hornell attempted to swim after the

boat but was restrained by the crew who realized it would be suicidal in his weakened condition. Later, Sergeant Scott, first Flight Engineer, then Flight Sergeant St. Laurent, second Flight Engineer, succumbed to the bitter cold and their bodies were slipped overboard. The remaining crewmembers became very weak and discouraged, but they carried on exercising as much as possible; Hornell offered encouragement and took off his jacket and gave it to others.

The Warwick was replaced by an American Liberator then in turn by a RAF Sunderland. The survivors were totally exhausted. Hornell began to fail, blind and barely able to speak, he exhorted the others to keep their hopes up. After battling heavy seas for 17 hours the rescue launch, which lost one of its two engines after the first hour enroute, calculated that it was near the dinghy's position but could not see any distance because of the mountainous waves. In desperation the launch broke radio silence to contact the Sunderland and was directed to a position only 150 yards away.

Finally, after 20 hours and 35 minutes in the water, the survivors were dragged aboard the rescue launch. Everything possible was done for the survivors. The rescuers worked for about three hours on Hornell, who was comatose and in advanced stages of hypothermia, but he never regained consciousness and was later buried in Lerwick cemetery in Scotland.

Many richly deserved decorations resulted from the events of June 24 - 25, 1944: Flying Officer Denomy, co-pilot, received the Distinguished Service Order, Flying Officers Matheson, navigator, and Campbell, first wireless air gunner, were awarded the Distinguished Flying Cross (DFC), while Flight Sergeants Bodnoff, second wireless air gunner, and Cole, third wireless air gunner, won the Distinguished Flying Medal. The Norwegian Captain of the Catalina was awarded the DFC, and the courageous skipper of the rescue launch received the Member of the British Empire medal.

For his heroism, leadership, determination and selfless dedication of the highest order, Hornell was posthumously awarded the Victoria Cross, the Commonwealth's highest military award. His citation reads, "By pressing home a skillful and successful attack against fierce opposition, with his aircraft in a precarious condition, and by fortifying and encouraging his comrades in the subsequent ordeal, this officer displayed valour and devotion to duty of the highest order."



SAMF Membership Donation Form



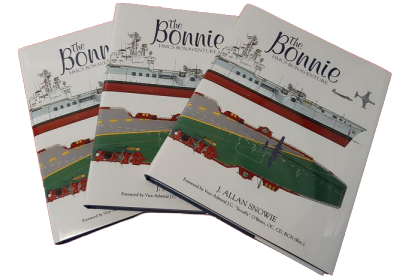
Name _____ Address _____
City _____ Prov _____
Postal Code _____
Phone _____ Email _____

Membership year is January 1st to December 31st

Status: Gold \$250 yr Silver \$100 yr Bronze \$50

Additional Donation \$ _____

Building Fund
In Memory or Honour
Warrior Magazine
Restoration
Dinner Auction
Bonnie Book \$40
+ \$5 Shipping



If "In Memory or Honour" please provide name and address of recipient for the family to receive a letter of acknowledgement from the office administrator.

Name _____ Address _____
City _____ Prov _____
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Payment Method

Cash Cheque e-transfer to samf@samfoundation.ca

Visa/Mastercard Card # _____ Exp. Date ____/____/____ CVC _____

Planned Giving

There are two primary ways in which gifts may be made to the Shearwater Aviation Museum Foundation: by giving a gift of money or securities as a Gift (Inter Vivos) or by making provision in your Will for the giving of a gift to the Foundation. Remember, a Will *speaks* for us from the date of death, since Wills are revocable and thus any Tax Benefits of a gift to the Foundation, through a Will, cannot be realized until one dies. A gift (Inter Vivos) i.e. a gift NOW does benefit from a **reduced rate of Income Tax**. So don't wait for Spring — DO IT NOW!

Request made by Will

In your Will, you may leave a lump sum bequest or bequest of a specified percentage of the remainder of your estate, or a bequest specified as “the rest and residue of your estate” to the Foundation. You may also make a gift of property or securities (stocks, T Bills, bonds, GIC's) to the Foundation by means of a provision in your Will.

Income Tax Benefits

A bequest made by your Will confers an important advantage to your estate when the bequest is made to a Charitable organization such as the Shearwater Aviation Museum Foundation. Your lawyer or financial advisor can advise you on such advantages and the implications or limitations of such bequests.

Request of Life Insurance

The gift of a Life Insurance Policy can be an effective way of offering a benefit to the Foundation on your death. You may either give an existing policy which you may no longer need, or a new policy obtained specifically for the purpose of making a donation to the Foundation. In both cases the Income Tax benefits of such gifts can be very important to the foundation and to you. Consult with your Insurance Agent of the specifics of such benefits.

Or **BY MEANS OF A SIMPLE CODICIL TO YOUR CURRENT WILL**. (The following is a simple Codicil which can be added to your present Will.)

***Codicil to the Last Will and Testament of _____**

Which Last Will and Testament is dated this _____ Day of _____ 20____.

I hereby add to that said Will as follows:

I give, devise and bequeath to the Shearwater Aviation Museum Foundation the sum of \$ _____ to be paid out of my general estate.

Signed and Dated this _____ Day of _____ 20____.

In the City of _____ Province of _____ Postal Code _____

Witness: _____ Witness: _____

Address: _____ Address: _____

Signature of Testator _____

Wall of Honour

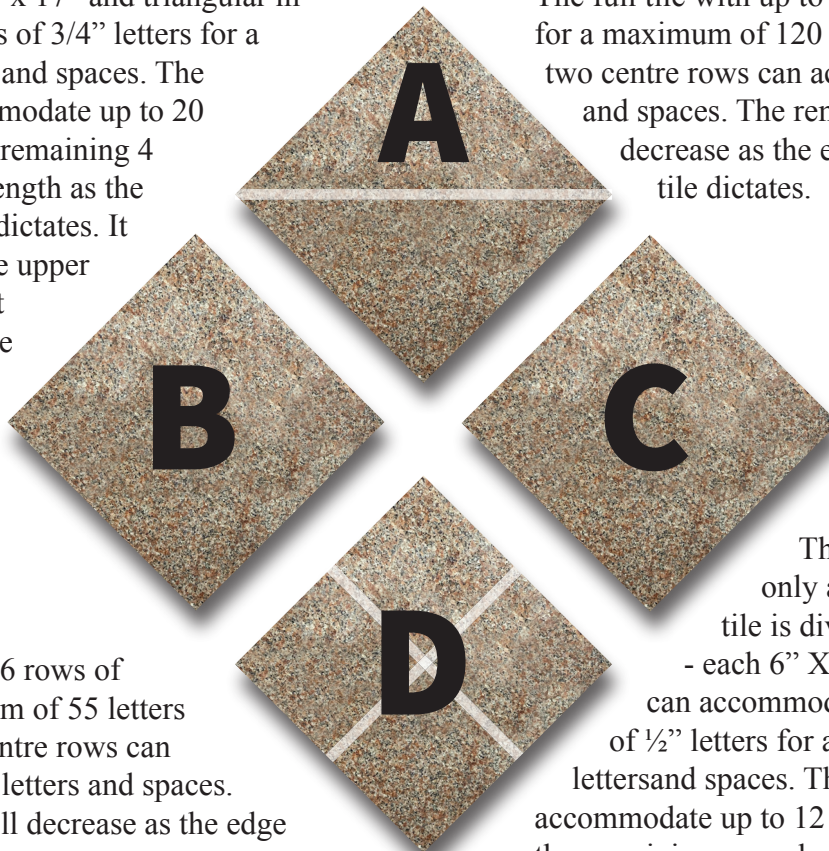
The tile used is made from high quality marble which is 12 inches square. The tile can be sand blasted in various ways to suit your wishes. All lettering will be in upper case and the tile will be mounted in the diamond orientation as opposed to a square orientation. All Text will run horizontally across the tile.

Option A - \$300

One half tile 12" X 12" x 17" and triangular in shape with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease in length as the border/edge of the tile dictates. It should be noted that the upper half of the tile will start with a short row and the bottom half will start with a long row.

Option C - \$600

The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.



Option B - \$600

The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

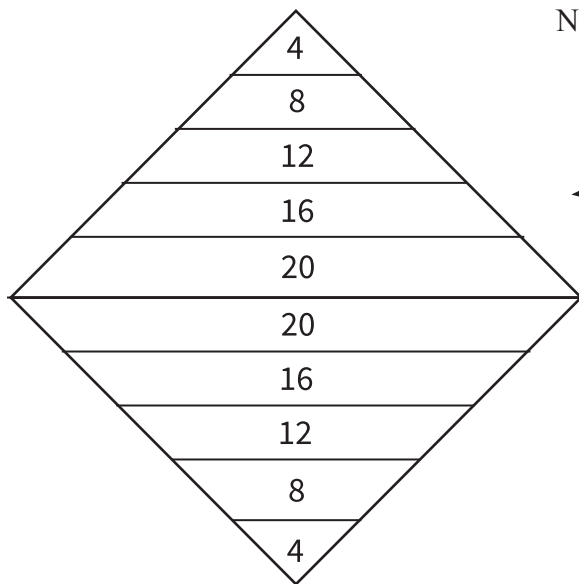
Option D - \$600

The "Buddy" Tile - sold only as a full tile. This tile is divided into 4 quarters - each 6" X 6". Each quarter can accommodate up to 6 rows of 1/2" letters for a maximum of 48 letters and spaces. The two centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the tile edge

Wall Tiles may be purchased through monthly installments.

Half Tiles - \$100 day of purchase - \$100 per month for the following two months.

Full Tiles - \$200 day of purchase - \$ 100 per month for the following four months.



Number of spaces per line - Typical Option C example

Engraving request

The colour of the tile will be 'Belmont Rose'. If the submission requires any alteration, the subscriber will be contacted by phone or email by the coordinator for further discussion.

REMEMBER TO COUNT THE SPACES!

From:

Name _____ Address _____

City _____ Province _____ Postal Code _____

Telephone _____ Email _____

Circle your choice:

Option A Option B Option C Option D

Method of Payment:

Cash Cheque (Made payable to SAMF or Sam Foundation) e-transfer

Visa/Mastercard Card # _____ Exp. Date ____ / ____ CVC _____

For further information, please call the SAMF Secretary: Toll Free: 1-888-497-7779 or (902) 461-0062

Email: samf@samfoundation.ca

Please check engraving details for accuracy before sending. We cannot be responsible for misspelled words on your order form.

GULF WAR 35TH ANNIVERSARY

BY LARRY MCWHA

“

Welcome to the Shearwater Aviation Museum.

Thirty-five years ago, in February and March of 1991, the world watched as a United Nations-sanctioned coalition brought an end to the First Gulf War, liberating Kuwait and bringing stability back to a volatile region. For Canada, this conflict was a pivotal moment in our modern military history. It was a time that witnessed the first operational combat roles for Canadian women, and tested the strength, professionalism, and maritime capability of the Canadian Armed Forces under Operation FRICTION.

Here in Dartmouth, at the “birthplace of maritime aviation in Canada,” this anniversary holds special significance. Many of the 4,000 Canadians who answered the call—naval personnel, aircrew, and support teams—deployed directly from Halifax to the Persian Gulf. They left our docks and runways for an uncertain, high-stakes mission, carrying with them the prayers and hopes of their families and our community.

Today, on this 35th anniversary, the Shearwater Aviation Museum honours that legacy. Through our newly configured interactive displays and Operation Friction artifacts, we are



committed to ensuring these stories of service, courage, and sacrifice—both by our veterans and their families who supported them at home—are never forgotten.

We welcome veterans, military families, and the public to reflect on this defining moment in our history and to recognize the men and women who served our country 35 years ago.

Good morning... to those veterans who served in the Gulf in 1990 and 1991 I want to thank you for your dedicated service to God and country and for the role each of you played in the liberation of Kuwait of Kuwait. Thank you.



I would also like to thank Harold Davis and his team along with Veterans Affairs Canada for organizing this opportunity to provide a glimpse back in time into the small but vital role that Canadian Naval Aviation played in the first Gulf War.

I have few remarks before sharing a video that was taken by a 423 Squadron crew 35 years ago today on the last day of the war.

The miracle of transforming the aircraft at such short notice was one thing; the preparation of the aircrew and groundcrew to operate and maintain them was another story.

Before we sailed, everyone assigned to the ATHABASKAN and PROTECTEUR helicopter detachments had to attend numerous ground

training sessions on the operation and maintenance of the new equipment. The only ones to receive actual hands-on training on any of the new equipment before we deployed were the Air Navigators who were trained on hand-held GPS receivers between 2 and 4 in the morning, the only time of day that enough satellites were available over Nova Scotia for training.

Everyone lined up for will signing, pay allotments for dependents, passport photos, and painful inoculations in both butts and both arms. The aircrew had to go through small arms qualifications on the range as well as re-qualifications for such things as instrument ratings and underwater egress that were set to expire within the next six or seven months. They also had to line up to be fitted for special aviator Chemical Warfare protective clothing and were subjected to horrifying videos of what happens to

the human body without such protection. The pilots also received training from the US Marine Corps on how to evade enemy fighters.

The success that the Canadian Naval task group achieved during the deployment was without doubt the result of a lot of teamwork. Our success in maritime interdiction during Desert Shield and defence of the ships of the Combat Logistics Force during Desert Storm would certainly not have been possible without the Task Group Sea Kings. The Sea Kings' role in turn would not have been possible without the aviation shops and facilities in HMCS PROTECTEUR, and the sustainment of the ships and helicopters would not in turn have been possible without the supply lifeline provided by the Air Force's Air Transport Group.

The Sea King contribution to Canada's role in the Gulf War never received much coverage. There are about a dozen or so entries in Dusty Miller's book "The Persian Excursion" in which he acknowledged and praised the value of the Sea Kings in no uncertain terms, but other than that, official accounts from DND, including such plebian references as the Canadian Encyclopedia, are either incomplete or inaccurate or both. When it comes to the details of the Sea King Gulf War story, even The Persian Excursion is incomplete and, in some places, inaccurate.

After many years, I finally succumbed last summer to the urgings of many Sea King Gulf War vets to write the Sea King Gulf War story

and it should be published by the Shearwater Aviation Museum next month. The book was actually written 35 years ago but was kept in a drawer. It's the detailed daily journal that I kept between 11 August 1990 and April 1991.



It tells the Gulf War Sea King story in detail, exactly and as accurately as it happened.

We flew many different missions in the Gulf, mostly at night... maritime interdiction, helicopter delivery service of everything from mail and parts to people and missiles. We flew mine search and surveillance, oil slick search and avoidance, medevacs, dhow surveillance and control, the list goes on. We had a few close calls along the way but God and the Saints looked after us. Once we arrived in the Gulf, the two Dets often logged more than 12 hours airborne per day. There were times when PROTECTEUR Det alone logged more than 16 hours in a 24-hour period.

We flew many unforgettable missions, one of which was mentioned by Dusty Miller in his book. On the 24th of October 1990, I was tasked to fly to Raider Base in Manamah to pick up spares and mail for PROTECTEUR. Instead

of spares and mail, the cargo that was waiting for us was a large truckload of pumpkins, including a huge one donated by the world-famous Nova Scotia pumpkin grower, Howard Dill.

Most of those pumpkins were eventually transferred to TERRA NOVA and ATHABASKAN but the big one remained in PROTECTEUR.

It ended up being carved into a giant jack-o-lantern filled with hundreds of green chemlight wands for a night flight around the fleet as a morale booster for Halloween. That's where Dusty's story ends.

Just as the Great Pumpkin was completing his flight, the aircraft was called back to PROTECTEUR for an urgent medevac to USS MERCY. In order to get the stretcher patient on board, the Great Pumpkin had to be removed from the aircraft cabin.

The Pumpkin was huge and heavy and, as the flight deck crew strained to roll him off to the starboard side of the aircraft, he got away from them, rolled over the deck lip, bounced over the flight deck net and splashed



into the Persian Gulf. It was an eerie site watching him slowly sink into the Gulf with a big green grin on his face. He was supposed to have been turned over to the ship's cooks after his flight. The air department was accused of throwing him overboard but it seems that the Great Pumpkin had heard about the pumpkin pie plot and was apparently determined to escape that gruesome ending.

We have a short video to show you taken by a 423 Squadron Sea King crew exactly 35 years ago on the last day of the War that says more than words can about the destruction of Kuwait. Saddam Hussein seemed determined to make the coalition

victory a pyrrhic one. On their way out, the Iraqis blew up more than 800 oil wells in Kuwait, of which more than 650 ended up on fire. They also pumped millions of gallons of crude oil into the Persian Gulf. Red Adair was called in after the War to extinguish the fires using explosives, but most of them ended up being extinguished by millions of gallons of very saline Persian Gulf seawater. It was an unprecedented environmental disaster.



”

Ivy Keene is originally from Ontario in the Niagara region, before moving here with her husband, Ethan, to Nova Scotia. Ivy came to volunteer at the Shearwater Museum in the fall of 2025.

Ivy has been mostly working with the smaller travelling collection exhibit, as well as what we call the temporary receipts, which are potential deeper future Acquisitions or accessions into the Shearwater collection.

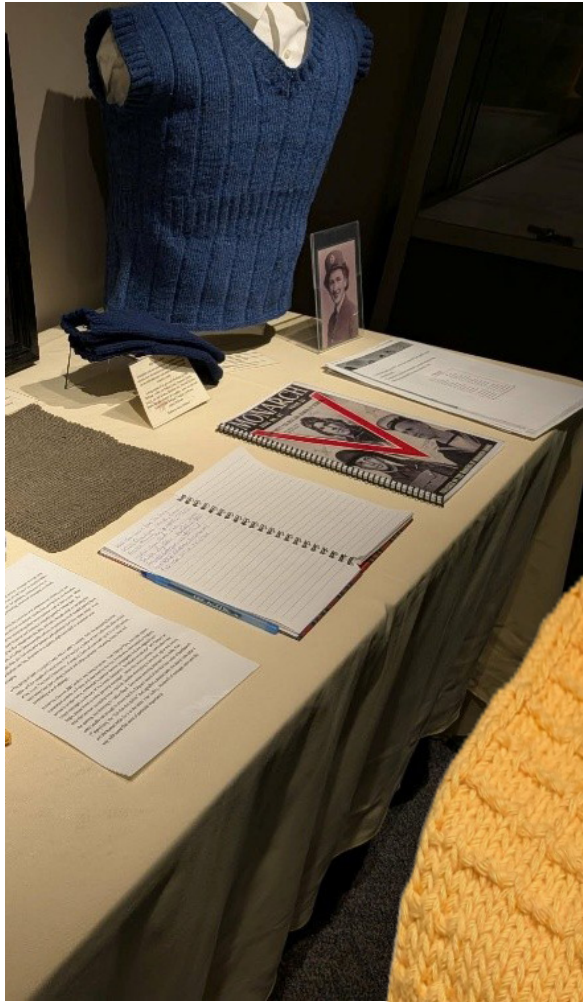
This is a travelling exhibit collection. It consists of reproductions and is on loan from Nova Scotia's Kings County Museum. Volunteers from the Kings County Museum knitted these wonderful pieces. The pieces rely heavily on wartime knitting patterns, visible throughout the exhibit. Some pieces even incorporate Morse code, which was common at the time.

You can note the shawl we have on display and pictured here; it is beautiful. This shawl has some Morse code embedded in it. The little yellow scarf, with Ivy pictured, denotes the alphabet in Morse code.

It's incredible how these would have been passed back and forth during the Second World War.

This is a great exhibit worth visiting in person here at the Shearwater Aviation Museum.





The little yellow scarf, pictured with Ivy, denotes the alphabet in morse code.





Quilts of Valour

The Shearwater Aviation Museum opened its doors to Quilts of Valour for a day of Presentations in March. 12 Veterans received their Quilts of Valour with friends and family present. We thank you for your service.



MS (retired) Pamela Marie Sousa, her QOV was made by Patrice Berka, Mary Ann Meyers and Maratha Kareau, Calgary AB

PO1 (retired) George MacDonald, his QOV was made by Dawn Ring and Eleanor Thili, QOV by the Sea, Eastern Passage, NS





Andrea Des-champs, her QOV was made by Toi-nette Best, Foggy Bay Quilters and Lisa Compton, Paradise, NL



Richard Naugler, his QOV was made by Marcia Tipert, Italy Cross NS

PO1 (retired) Wallace Dominix, his QOV was made by Sunrise, Trail Quilt Guild, Tatamagouche, NS



CPO2 (retired) Robert Murley, his QOV was made by Johanna Alford, Halifax, NS



April Pettipas, her QOV was made by Sue Haines and Martha Karua, Calgary, AB





April Pettipas, her QOV was made by Sue Haines and Martha, Karua, Calgary, AB



Sgt (retired) Jeffrey Vail, QOV was made by Kristina Hawkins-Harris and Songbird Quilter, Dartmouth, NS



WO (retired) Anthony La Guff, his QOV was made by Marcia Tipert, Italy Cross NS



CPO1 (retired) Kelly Case. His QOV was made by Ron Cleavelly and Eleanor Thili, QOV by the Sea Quilters, Eastern Passage, NS

Richard Naugler, his QOV was made by Marcia Tipert, Italy Cross NS



WELCOME VOLUNTEERS

Ron Dixon was hired as Deputy Material Manager, a newly created position, and a Jack of all Trades.



Mike LaRose & Chris Coleson are volunteering at the museum. Reorganizing the woodshop and starting new woodworking projects.



25TH ANNUAL SHEARWATER AVIATION MUSEUM

SPRING HOBBY SHOW

**MAY 2-3, 2026
10AM - 4PM**



Featuring Military, Ship & Automotive Models,
Dolls and Dollhouse, Miniature Model Railways,
Radio Control Aircraft & Ships, LEGO, Historical
Re-enactors, a Model Contest (Saturday Only),
a Trade Fair, **AND SO MUCH MORE!**

GENERAL ADMISSION: \$5.⁰⁰

FAMILY PASS: \$12.⁰⁰



Sea King Club, 242 Warrior Avenue
12 Wing Shearwater

For more information please call (902) 720-1083
www.shearwateraviationmuseum.ca